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UNTIL RELEASED BY THE
HOUSE COMMITTEE
ON ARMED SERVICES**

STATEMENT BY

**BRIGADIER GENERAL STEPHEN D. MUNDT
DIRECTOR OF ARMY AVIATION
OFFICE OF THE DEPUTY CHIEF OF STAFF, G-3/5/7
UNITED STATES ARMY**

**BEFORE THE
TACTICAL AIR AND LAND FORCES SUBCOMMITTEE
COMMITTEE ON ARMED SERVICES
UNITED STATES HOUSE OF REPRESENTATIVES**

**ON
ARMY'S AIRCRAFT MODERNIZATION AND ROTORCRAFT RESEARCH
AND DEVELOPMENT PROGRAMS**

MARCH 09, 2006

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INTRODUCTION

CHAIRMAN WELDON, MR. ABERCROMBIE AND DISTINGUISHED MEMBERS OF THE SUBCOMMITTEE, I AM PLEASED TO BE HERE TODAY TO DISCUSS THE PROGRESS IN OUR AVIATION PROGRAMS. I WELCOME THIS OPPORTUNITY TO TESTIFY BEFORE YOU AND APPRECIATE THE CONTINUED AND ONGOING SUPPORT AND GUIDANCE OF THIS COMMITTEE AS ARMY AVIATION CONTINUES TO MATURE AND EXPAND ITS ROLE IN ENABLING THE JOINT FORCE.

TODAY OUR ARMY REMAINS FULLY ENGAGED IN THE LONG WAR ON TERRORISM. HAVING RETURNED JUST 10 MONTHS AGO FROM OPERATION IRAQI FREEDOM, WHERE, I SERVED AS THE ASSISTANT DIVISION COMMANDER FOR SUPPORT WITH THE 1ST INFANTRY DIVISION, I CAN ATTEST TO THE HEROIC AND DEDICATED SERVICE OF OUR SOLDIERS. THESE SOLDIERS ARE ANSWERING THE "CALL TO DUTY", AS SOLDIERS HAVE DONE FOR MORE THAN 230 YEARS. THESE BRAVE YOUNG MEN AND WOMEN REPRESENT THE FINEST OF OUR SOCIETY.

LAST YEAR WE TOLD YOU THAT ARMY AVIATION HAS FOUR CHALLENGES THAT WERE DRIVING OUR EFFORTS: SUSTAINED COMBAT, A TRANSFORMING ARMY, THE NEED FOR MODERNIZATION, AND SCIENCE AND TECHNOLOGY. THESE SAME CHALLENGES CONTINUE TO DRIVE OUR EFFORTS, AND WILL FOR THE FORESEEABLE FUTURE. THE CHALLENGES ARE DISCUSSED BELOW.

SUSTAINED COMBAT OPERATIONS

ARMY AVIATION HAS COMPLETED FOUR YEARS OF CONTINUOUS COMBAT OPERATIONS IN SUPPORT OF THE GLOBAL WAR ON TERRORISM. DURING THIS TIME, WE HAVE FLOWN OVER ONE MILLION HOURS ON OUR MANNED AND UNMANNED AIRCRAFT SYSTEMS WHILE CONSISTENTLY SUSTAINING OPERATIONAL READINESS RATES IN THEATER AT, OR EXCEEDING, DEPARTMENT OF THE ARMY STANDARDS.

WE CAN ATTRIBUTE THIS HIGH OPERATIONAL RATE TO THREE DISTINCT EFFORTS: THE TREMENDOUS TALENT OF OUR MAINTENANCE PERSONNEL IN THE INDIVIDUAL AVIATION UNITS, THE AVIATION LIFE CYCLE MANAGEMENT SUPPORT TO THE WARFIGHTER, AND THE INCORPORATION OF LESSONS LEARNED FROM COMBAT OPERATIONS INTO OUR AVIATION SYSTEMS AND TRAINING INSTITUTION.

THE AMOUNT OF TRAINING AND HARD WORK THAT GOES INTO A MILLION FLIGHT HOURS IS AN INCREDIBLE TESTAMENT TO THE DEDICATION AND PROFESSIONALISM OF THE SOLDIERS IN ARMY AVIATION. BUT THEY DO NOT DO THIS ALONE.

AVIATION LIFE CYCLE MANAGEMENT SUPPORTS THE AVIATION UNITS DURING PREPARATION FOR, DEPLOYMENT TO, AND DURING COMBAT OPERATIONS CONDUCTED IN OPERATION IRAQI FREEDOM (OIF) AND OPERATION ENDURING FREEDOM (OEF). THIS SUPPORT CONSISTS OF NUMEROUS EFFORTS: MAXIMIZING FILL RATES FOR AUTHORIZED STOCKAGE LIST (ASL) OF REPAIR PARTS, EXPEDITED PUSH PACKAGES OF HIGH USAGE OR HARD TO GET REPAIR PARTS, ACCELERATED DEPOT REPAIR OF AIRCRAFT, AND THE RESET/PRESET PROGRAMS.

THE PRESET PROGRAM HAS BEGUN THE WORK TO COMPLETE THE PRESET OF THE MORE THAN 500 AIRCRAFT SCHEDULED FOR OIF/OEF 06-08 ROTATION. DURING PRESET THE AIRCRAFT ARE EQUIPPED WITH THE LATEST AIRCRAFT SURVIVABILITY EQUIPMENT (ASE), ALL OUTSTANDING STANDARD MODIFICATION WORK ORDERS (MWO), AND AIRCRAFT DESERT MODIFICATIONS. THERE WILL BE 4-10 MODIFICATIONS PER AIRFRAME, DEPENDING ON THE MISSION, DESIGN,

AND SERIES OF THE AIRCRAFT. THE PRESET OF THE AIRCRAFT IN AN AVIATION UNIT WILL BE COMPLETED 120 DAYS PRIOR TO THE LATEST ARRIVAL DATE (LAD) OF THE UNIT INTO THEATER TO FACILITATE UNIT TRAINING, AND WE ARE WORKING TO DRIVE THAT DATE FARTHER TO THE LEFT.

THE RESET PROGRAM RESTORES AIRCRAFT RETURNING FROM OIF/OEF, TO A PRE-DEPLOYMENT CONDITION AND FACILITATES THE APPLICATION OF APPROVED MODIFIED WORK ORDERS (MWO). TO DATE WE HAVE COMPLETED THE RESET OF 1,121 OF 1,655 AIRCRAFT; WITH 158 AIRCRAFT IN WORK AND 376 AIRCRAFT SCHEDULED INTO THE RESET LINE. THE PROJECTED COMPLETION DATE FOR THESE AIRCRAFT IS JUNE 2007; AT WHICH TIME WE WILL BEGIN THE WORK ON RESETTING THE NEXT ROTATION RETURNING FROM OEF/OIF. ADDITIONALLY, OUR DEPOT MAINTENANCE PROGRAM HAS REPAIRED 252 CRASH OR BATTLE DAMAGED AIRCRAFT TO MISSION CAPABLE STATUS. WHENEVER POSSIBLE THE PRESET AND RESET REQUIREMENTS WILL BE COMBINED TO SAVE TIME AND MONEY.

TO SUSTAIN COMBAT OPERATIONS AND INCREASE SURVIVABILITY FOR AIRCREWS, THE ARMY MADE THE PROCUREMENT OF AIRCRAFT SURVIVABILITY EQUIPMENT (ASE) ITS NUMBER ONE PRIORITY. ARMY AIRCRAFT ARE EQUIPPED WITH VARIOUS ASE EQUIPMENT BASED ON

AIRCRAFT TYPE, CAPABILITIES, AND VULNERABILITY CONSISTING OF DETECTORS, JAMMERS, AND CHAFF/FLARE COUNTERMEASURE DEVICES. TO DATE, ALL AIRCRAFT DEPLOYED TO OIF AND OEF ARE EQUIPPED WITH THE BEST AVAILABLE ASE SYSTEM FOR THAT AIRCRAFT TYPE, DESIGN, AND SERIES. LAST YEAR WE PROVIDED YOU A DETAILED SCHEMATIC OF THE LEVEL OF ASE BY MISSION, DESIGN, AND SERIES OF AIRCRAFT. THAT PLAN HAS NOT CHANGED. WHAT HAS CHANGED IS THAT INDUSTRY HAS INCREASED PRODUCTION OF THE COMMON MISSILE WARNING SYSTEM/IMPROVED COUNTERMEASURE DISPENSER (CMWS/ICMD) TO ALMOST TWICE THAT OF THE ORIGINAL PLAN TO THE ARMY. CMWS/ICMD AUTOMATICALLY DETECTS AN INCOMING MISSILE AND DISPENSES THE APPROPRIATE COUNTER MEASURE, REMOVING THE MAN-IN-THE-LOOP. THESE SYSTEMS HAVE BEEN AND STILL ARE BEING INSTALLED ON ALL AIRCRAFT DEPLOYED TO OEF/OIF; ALL AIRCRAFT HAVE A-KITS INSTALLED AND THE INSTALLATION OF B-KITS WILL BE COMPLETE BY SEPTEMBER 2006. ALL AIRCRAFT DEPLOYING TO OIF/OEF 06-08 WILL BE EQUIPPED WITH CMWS/ICMD PRIOR TO DEPLOYMENT. OVER TIME, THESE SYSTEMS WILL BE INSTALLED ON ALL MODERNIZED ARMY AIRCRAFT.

AS WE HAVE INVESTED SIGNIFICANT RESOURCES TO IMPROVE ASE ON OUR AIRCRAFT IN OIF AND OEF, WE HAVE ALSO INSTALLED BALLISTIC ARMOR AIRCRAFT PROTECTION SYSTEM (BAPS) ON THE UH-

60 AND CH-47 AIRCRAFT, AND BLUE FORCE TRACKING (BFT) ON THE AH-64, UH-60 AND CH-47 AIRCRAFT. WE MUST ALWAYS REMEMBER THAT ASE IS ABOUT MORE THAN A MISSILE WARNING SYSTEM, IT INCLUDES CRASHWORTHY SEATS, ARMORED CREW SEATS, LASER DETECTORS, SURVIVAL GEAR, AIR WARRIOR, AND MORE.

WE ARE INCORPORATING THE LESSONS LEARNED FROM FOUR YEARS OF COMBAT. THE ARMY TRAINING AND DOCTRINE COMMAND (TRADOC) AND THE UNITED STATES ARMY AVIATION WARFIGHTING CENTER (USAAWC) HAVE FULLY IMPLEMENTED FLIGHT SCHOOL XXI (FSXXI) FOR ALL INITIAL ENTRY ROTARY WING STUDENTS; TO INCLUDE PHASE ONE DUNKER AND SURVIVAL, EVASION, RESISTANCE, AND ESCAPE (SERE) COURSES PRIOR TO BEGINNING BASIC FLIGHT TRAINING. FSXXI EMPHASIZES MORE TIME IN THE COCKPIT, WITH INCREASED FLIGHT HOURS FOR GUNNERY AND COLLECTIVE FLIGHT TRAINING, TO INCREASE THE READINESS LEVEL OF GRADUATING ARMY AVIATORS. THIS TRAINING ALLOWS THE NEW AVIATOR TO ARRIVE AT THEIR FIRST AVIATION UNIT RATED AS READINESS LEVEL 2 (COMPETENT WITH BASIC SKILLS OF THE AIRCRAFT AND TACTICS). THE UNIT THEN CONCENTRATES THEIR TIME AND EFFORT ON COLLECTIVE TRAINING TASKS THAT BETTER PREPARE THE YOUNG AVIATOR FOR COMBAT OPERATIONS.

THE FIELDING OF THE ARMY'S SMALL UAS (SUAS), RAVEN, HAS TRANSFORMED THE COMBAT EFFECTIVENESS OF OUR SOLDIERS IN A WAY SIMILAR TO HOW NIGHT VISION DEVICES IMPROVED OUR MANEUVER COMBAT CAPABILITY. AND WE APPRECIATE THE HELP THAT CONGRESS HAS PROVIDED IN THE PAST THAT ALLOWED US TO ACCELERATE THE FIELDING OF THIS CAPABILITY. THE RAVEN'S CONTRIBUTION TO THE WARFIGHTER HAS BEEN SO SUCCESSFUL THAT COMMANDERS CHOOSE TO ACCELERATE OR DELAY COMBAT OPERATIONS IN ORDER TO SYNCHRONIZE THEM WITH SUAS COVERAGE. SOLDIERS USE THE RAVENS AT THE PLATOON, COMPANY AND BATTALION LEVELS TO CONDUCT POINT AND AREA RECONNAISSANCE, ROUTE SECURITY AND IMPROVISED EXPLOSIVE DEVICE (IED) DETECTION. FOR EXAMPLE, DURING A ROUTE RECON WITH A RAVEN, INFANTRY SCOUTS IDENTIFIED A SUSPICIOUS SPORT UTILITY VEHICLE (SUV) IN THE COURTYARD OF A RESIDENCE. THE SUV WAS RIGGED AS A VEHICLE BORNE IED (VBIED) WITH A 300 POUND UNDERWATER MINE, ELEVEN 105 MM ARTILLERY SHELLS AND NITRATES RIGGED FOR EXPLOSION. THE SOLDIERS ALSO DISCOVERED A LARGE WEAPONS AND AMMUNITION CACHE. DUE TO THE RAVEN'S CAPABILITIES, THE SOLDIERS OPERATING THE RAVENS WERE ABLE TO SAVE THE LIVES OF AMERICAN SOLDIERS CONDUCTING THE GROUND COMBAT OPERATIONS AND IRAQI CIVILIANS IN THE IMMEDIATE VICINITY.

THE RAVEN OPERATORS RECEIVED THE BRONZE STAR FOR THIS ACTION.

A TRANSFORMING ARMY

IN 2003 THE CHIEF OF STAFF, ARMY (CSA), GENERAL SCHOOMAKER, DIRECTED ARMY AVIATION TO BECOME A “CAPABILITIES-BASED MANEUVER ARM OPTIMIZED FOR THE JOINT FIGHT WITH A SHORTENED LOGISTICS TAIL”. THE DESIRED OUTCOME IS AVIATION UNITS IN MODULAR CONFIGURATION THAT ARE AGILE, FLEXIBLE, DEPLOYABLE, AND SUSTAINABLE.

AS THE DIRECTOR OF ARMY AVIATION IN THE ARMY G-3, I AM DIRECTLY RESPONSIBLE FOR THE OVERSIGHT AND IMPLEMENTATION OF ARMY AVIATION TRANSFORMATION. APPROXIMATELY ONE YEAR AGO THE DIRECTOR OF AVIATION DELIVERED THE AVIATION MODERNIZATION PLAN TO YOU. THIS PLAN INTRODUCED A HOLISTIC STRATEGY TO ADDRESS OUR AVIATION DEFICIENCIES, AND COMMITTED TO FUND THE INITIATIVES WITH RESOURCING FROM THE COMANCHE TERMINATION. ONE YEAR LATER, THOUGH ADJUSTMENTS HAVE BEEN MADE, THE AVIATION MODERNIZATION PLAN REMAINS ON TRACK AND FUNDED.

AVIATION TRANSFORMATION HAS BEEN OCCURRING ACROSS THE TOTAL ARMY, IN BOTH THE ACTIVE AND RESERVE COMPONENTS. THE ACTIVE COMPONENT HAS COMPLETED THE CONVERSION OF THE COMBAT AVIATION BRIGADES (CAB) FOR THE 3RD AND 4TH INFANTRY DIVISIONS, 101ST AIRBORNE DIVISION (AIR ASSAULT), AND THE 10TH MOUNTAIN DIVISION TO MODULAR CONFIGURATION. THE AVIATION BRIGADES OF THE 1ST CAVALRY DIVISION, 25TH INFANTRY DIVISION, AND THE 82D AIRBORNE DIVISION HAVE BEGUN CONVERSION TO MODULAR CONFIGURATION AND WILL BE COMPLETE IN FISCAL YEAR (FY) 2006. THE REMAINING THREE ACTIVE COMPONENT CABS WILL COMPLETE MODULAR CONVERSION IN FY 2007. THE RESERVE COMPONENT HAS STARTED CONVERSION OF ITS EIGHT CABS TO THE MODULAR CONFIGURATION AND WILL BE COMPLETE BY THE END OF FY 2006. I HIGHLIGHT THAT THE MODULAR CONFIGURATION PROVIDES MORE RESOURCES TO THE DIVISION COMMANDER. THIS CHANGE IS GREATLY ENDORSED BY THE FIELD ARMY.

WE ARE FIELDING BRIGADE AVIATION ELEMENTS (BAE) TO EVERY BRIGADE COMBAT TEAM (BCT), STRYKER BRIGADE (SBCT), AND FIRES BRIGADE AS PART OF THE AIR DEFENSE AIRSPACE MANAGEMENT SECTION. THE PURPOSE OF THE BAE IS TO FULLY INCORPORATE ARMY AVIATION INTO THE COMMANDER'S PLAN; COORDINATE DIRECTLY

WITH THE CAB; SYNCHRONIZE WITH THE AIR DEFENSE ARTILLERY, THE AIR LIAISON OFFICER (ALO USAF), AND THE FIRE SUPPORT OFFICER; AND PROVIDE EMPLOYMENT ADVICE AND PLANNING ON THE USE OF UAS, RECONNAISSANCE/ATTACK AND ASSAULT AIRCRAFT, AIR MOVEMENT SUSTAINMENT AND MEDEVAC. WE HAVE CONSOLIDATED MEDICAL EVACUATION (MEDEVAC) AND SPECIAL ELECTRONIC MISSION AIRCRAFT (SEMA) PROPONENCY UNDER AVIATION. THE AVIATION BRANCH, MEDICAL SERVICE CORPS, AND THE MILITARY INTELLIGENCE BRANCH HAVE SIGNED A MEMORANDUM OF AGREEMENT. AVIATION BRANCH IS RESPONSIBLE FOR TRAINING AIRCREWS AND SUSTAINING AIRCRAFT AND THE MEDICAL AND INTELLIGENCE BRANCHES ARE RESPONSIBLE FOR THEIR RESPECTIVE PAYLOAD/MISSION EQUIPMENT PACKAGES AND ASSOCIATED UNIQUE TRAINING REQUIREMENTS.

THE CAPABILITY DEVELOPMENT DOCUMENTS (CDD) FOR THE LIGHT UTILITY HELICOPTER (LUH), ARMED RECONNAISSANCE HELICOPTER (ARH), AND THE FUTURE CARGO AIRCRAFT (FCA) WERE APPROVED BY THE JOINT REQUIREMENTS OVERSIGHT COUNCIL (JROC) IN FY 2005. BELL TEXTRON HELICOPTER WAS AWARDED THE SYSTEM DEVELOPMENT AND DESIGN (SDD) CONTRACT FOR DEVELOPMENT OF THE ARH. THE CURRENT ACQUISITION SCHEDULE FOR THE ARH REFLECTS A MILESTONE C (LOW RATE INITIAL PRODUCTION) DECISION IN FY 2006 AND A FIRST UNIT EQUIPPED (FUE) IN FY 2008. LAST YEAR

WE TOLD YOU THE REQUIREMENT FOR THE ARH WAS 368 AIRCRAFT. TODAY, THAT REQUIREMENT IS FOR 480 AIRCRAFT. THE INCREASE IN REQUIREMENTS RESULTS FROM A RECENT VICE CHIEF OF STAFF, ARMY (VCSA) DECISION TO INCLUDE ARH IN THE ARNG STRUCTURE AND ADDRESS AN AGING PLATFORM AND UNDER RESOURCED STRUCTURE WITH NEW PROCUREMENT. A DETAILED EXPLANATION IS PROVIDED IN THE APACHE DISCUSSION IN THE MODERNIZATION SECTION BELOW.

THE LUH PROGRAM IS CURRENTLY IN SOURCE SELECTION WITH A PRODUCT DOWN SELECT ANTICIPATED THIRD QUARTER, FY 2006. THE LUH ACQUISITION SCHEDULE REFLECTS A MILESTONE C DECISION IN THE THIRD QUARTER OF FY 2006 AND A FUE IN FY 2007. THE REQUIREMENT FOR THE LUH REMAINS AT 322 AIRCRAFT; 196 OF THESE AIRCRAFT ARE SCHEDULED FOR FIELDING TO THE ARMY NATIONAL GUARD SECURITY AND SUPPORT (S&S) BATTALIONS AND THE GENERATING FORCE MEDICAL EVACUATION (MEDEVAC) COMPANIES. THE INITIAL PROCUREMENT OF THE LUH ENABLES THE ARMY TO CASCADE UH-60 AIRCRAFT FROM THE INSTITUTIONAL ARMY (TRAINING CENTERS, ARMY MATERIEL COMMAND, ARMY TEST AND EVALUATION COMMAND, ETC) TO THE ARNG. FY 2007 MARKS THE FIRST YEAR OF PROCUREMENT THAT IS FIELDIED DIRECTLY TO THE ARNG TO RETIRE OH-58 AND UH-1 AIRCRAFT.

RECENTLY, WE FOLDED THE AIR FORCE'S EMERGING REQUIREMENTS FOR A LIGHT CARGO AIRCRAFT (LCA) INTO THE ARMY'S FCA ACQUISITION STRATEGY. THE AIR FORCE HAS AGREED THE LCA WILL BE THE SAME BASIC AIRCRAFT PLATFORM AS THE FCA; AND WE REFERRED TO FCA/LCA AS THE JOINT CARGO AIRCRAFT (JCA). WE HAVE JOINTLY DEVELOPED A MEMORANDUM OF AGREEMENT, WHICH OUTLINES MISSIONS, ROLES, COMMAND AND CONTROL, SERVICE RESPONSIBILITIES; AND THE WAY AHEAD FOR DOCTRINE, ORGANIZATIONS, TRAINING, MAINTENANCE, LOGISTICS, LEADERSHIP, PERSONNEL, AND FACILITIES. WE ANTICIPATE THE MOA WILL BE APPROVED BY THE VICE CHIEFS OF STAFF OF THE TWO SERVICES NO LATER THAN 1 MAY 2006. FURTHERMORE WE HAVE DEVELOPED A JOINT PROGRAM OFFICE (JPO) CHARTER THAT WE ANTICIPATE WILL BE APPROVED BY THE SERVICE'S ACQUISITION EXECUTIVES BY THIRD QUARTER OF THIS FISCAL YEAR; PRIOR TO THE JCA PROGRAM REACHING MILESTONE C (FIRST QUARTER OF FY 2007). THE JPO WILL BE EFFECTIVE THE FIRST QUARTER OF FY 2006 WITH THE ARMY AS THE LEAD AGENCY.

THE ARMY PLANS TO BEGIN FIELDING JCA TO ITS AVIATION FORCE IN FISCAL YEAR 2008. THE USAF WILL FOLLOW WITH THE FIELDING OF THE JCA APPROXIMATELY TWO YEARS LATER.

IN SUMMARY, WE ARE WELL ON THE WAY IN THE DEVELOPMENT OF A JOINT (ARMY/AIR FORCE) JCA TEAM WITH A SINGLE GOAL OF FIELDING THE BEST EQUIPMENT POSSIBLE TO MEET THE COMBATANT COMMANDER'S NEEDS.

THESE ACTIONS HAVE CLEARED THE WAY FOR THE DEFENSE ACQUISITION EXECUTIVE (DAE) TO APPROVE THE ACQUISITION STRATEGY REVIEW (ASR) FOR THE JCA. WE ANTICIPATE HIS APPROVAL PRIOR TO 20 MARCH 2006; LEADING TO THE RELEASE OF A REQUEST FOR PROPOSALS (RFP) LATER THIS MONTH. THE ARMY AND AIR FORCE WILL CONDUCT A JOINT SOURCE SELECTION BOARD. THE AIR FORCE WILL HAVE ONE GENERAL OFFICER ON THE SOURCE SELECTION ADVISORY COUNCIL, AT LEAST SIX MEMBERS ON THE SOURCE SELECTION EVALUATION BOARD, AND ONE TEST PILOT ON THE EARLY USER SURVEY.

WE ARE ALSO TRANSFORMING OUR AVIATION LOGISTICS (AVLOG) SUPPORT TO MEET THE CHALLENGES OF OUR MODERNIZED FORCE. THE AVLOG TRANSFORMATION PLAN SEEKS TO PROPERLY ORGANIZE, MAN, TRAIN AND EQUIP THE ARMY'S COMBAT AVIATION BRIGADES (CAB) WITH TAILORABLE AND MODULAR AVIATION SUPPORT COMPANIES AND BATTALIONS BY FY 2008. IN ADDITION, WE ARE IMPROVING OUR MAINTENANCE AUTOMATION, BUYING MODULAR AVIATION GROUND

SUPPORT EQUIPMENT, ACQUIRING BETTER TOOLS AND TEST EQUIPMENT, AND MAKING A MAJOR INVESTMENT IN AVIATION SPARES. OUR LONG-TERM GOAL OF AVLOG TRANSFORMATION HAS NOT CHANGED; TO RESOURCE KEY CAPABILITIES THAT WILL ENABLE ARMY AVIATION TO TRANSITION MAINTENANCE AND SUSTAINMENT FROM THE CURRENT FAULT-BASED AND REACTIVE MAINTENANCE PROGRAM, TO A PROACTIVE AND PREDICTIVE CONDITIONED BASED MAINTENANCE PROGRAM BY FY2015.

AVIATION TRANSFORMATION IS LINKED TO THE MODERNIZATION OF THE AVIATION FORCE. THE AVIATION MODERNIZATION PLAN, INCLUDED IN THE 2006 ARMY MODERNIZATION PLAN, DESCRIBES THE CHANGES INTENDED TO IMPROVE ARMY CAPABILITIES TO MEET CURRENT AND FUTURE FULL-SPECTRUM OPERATIONS.

THE NEED FOR MODERNIZATION

WE TOLD YOU LAST YEAR THAT TO ACCOMPLISH THE AVIATION MODERNIZATION PLAN WE ARE DIVESTING OVER 800 NON-MODERNIZED AIRCRAFT (UH-1, AH-1, OH-58A/C, OH58D, RC-12, D-7, C-26, AND C-23) AND RECAPITALIZING AND REMANUFACTURING OUR MODERNIZED FLEET. THE RECAPITALIZATION PROGRAM INCLUDES THE UH60A TO A AND THE CH-47D TO D. THE REMANUFACTURING PROGRAM INCLUDES THE AH-64A TO D, AH-64D BLOCK I TO BLOCK II AND BLOCK III, AND THE

CH-47D TO F. WE ARE ALSO ACQUIRING NEW BUYS OF THE CH-47F AND THE UH-60M AIRCRAFT. ALL OF THESE PROGRAMS ARE ON TRACK.

WE ALSO TOLD YOU THAT WE WERE REVIEWING POSSIBLE COURSES OF ACTION TO ADDRESS THE AGING AH-64 A PLATFORMS FOUND IN THE ARNG AND OBTAIN A PURE FLEET OF APACHE LONGBOW AIRCRAFT IN THE AVIATION FORCE. RECENTLY, THE VCSA, APPROVED A PLAN THAT WILL PROVIDE THAT PURE FLEET OF LONGBOW AIRCRAFT IN THE INVENTORY. THIS PLAN CREATES A BALANCED RECONNAISSANCE/ATTACK FORCE IN THE ARMY NATIONAL GUARD (ARNG) AVIATION BY ESTABLISHING FOUR MODERNIZED AH-64D BATTALIONS AND FOUR ARH BATTALIONS. THE PLAN CONVERTS FOUR OF EIGHT ARNG CAB ATTACK/RECONNAISSANCE BATTALIONS FROM AH-64A (24 AIRCRAFT AUTHORIZED PER BATTALION BUT RESOURCED AT 16 AIRCRAFT) TO ARH (30 AIRCRAFT AUTHORIZED AND RESOURCED), AND CONVERTS TWO ARNG CAB FROM AH-64A TO AH-64D LONGBOW (24 AIRCRAFT AUTHORIZED AND RESOURCED PER BATTALION), WHICH ALLOWS US TO FILL ALL UNDER RESOURCED ARNG CABS WITH AH-64D AND ARH AIRCRAFT. THE PLAN ALSO COMPLETES MODERNIZATION OF THE ATTACK/RECONNAISSANCE BATTALIONS BY FY 2015 WHILE PROVIDING A GREATER CAPABILITY. THIS AH-64A MODERNIZATION STRATEGY REPLACES 96 AGING APACHE AIRCRAFT WITH 48 APACHE LONGBOW AIRCRAFT AND 120 ARH; A NET GAIN OF 48 AIRCRAFT TO THE

ARNG. THE PLAN IS RESOURCED WITHIN THE CURRENT LEVEL OF AVIATION FUNDING.

THE REQUIREMENTS FOR THE BLACKHAWK AND CHINOOK AIRCRAFT HAVE NOT CHANGED AND THE PROGRAMS ARE STILL FUNDED TO PROCURE THE ARMY ACQUISITION OBJECTIVE AS WE BRIEFED TO YOU LAST YEAR. THE CH-47F AIRCRAFT IS STILL ON AN ACQUISITION SCHEDULED TO ACHIEVE FUE IN FY 2007; AND THE UH-60M WILL ACHIEVE FUE IN FY 2008.

OUR MODERNIZATION EFFORTS ALSO INCLUDE UNMANNED AIRCRAFT SYSTEMS (UAS). THE ARMY USES UAS FROM PLATOON THROUGH CORPS LEVELS, MOST OPERATED BY ENLISTED SOLDIERS, AND MOST FOCUSED AT THE TACTICAL LEVEL. WE FIELD THE UAS TO MEET TACTICAL REQUIREMENTS FOCUSED ON PROVIDING THE MOST CAPABLE UAS TO THE JOINT WARFIGHTER.

WE HAVE A MATURE AND FORMAL TRAINING PROGRAM FOR ALL UAS SYSTEM OPERATORS. FOR THE ARMY'S SMALLEST SYSTEM, THE RAVEN, SOLDIERS ARE TRAINED AT HOME STATION IN AN EIGHT DAY COURSE. THE SOLDIERS THAT OPERATE THE ARMY'S LARGER MORE COMPLEX UAS'S ATTEND A FORMAL TWENTY WEEK COURSE. UPON GRADUATION THESE SOLDIERS ARE CERTIFIED TO PROVIDE UAS

SUPPORT TO COMBAT COMMANDERS AND TO SAFELY OPERATE UAS'S IN CONTROLLED AIRSPACE. TO DATE, WE HAVE GRADUATED MORE THAN 2200 UAS OPERATORS.

THE VAST MAJORITY OF ARMY UAS SUPPORT TIME SENSITIVE, DYNAMIC, AND CONTINUOUS LAND WARFARE OPERATIONS. MISSIONS ARE AS DIVERSE AS CONVOY SECURITY, AREA SECURITY, FORCE PROTECTION, FIRE SUPPORT, COMMUNICATIONS RELAY, JOINT OPERATIONS WITH MANNED-UNMANNED TEAMING, AND TRADITIONAL INTELLIGENCE, SURVEILLANCE, AND RECONNAISSANCE MISSIONS (ISR).

WE HAVE THREE UAS PROGRAMS OF RECORD (POR) DESIGNED TO SUPPORT THE MANEUVER COMPANY, BRIGADE, AND DIVISION: SMALL UAS (RAVEN), TACTICAL UAS (SHADOW), AND THE EXTENDED RANGE/MULTI-PURPOSE UAS (WARRIOR). TWO OF THESE SYSTEMS, THE RAVEN AND SHADOW, HAVE BEEN FIELDDED TO THE FIGHTING FORCE.

WE USE SHADOW AND RAVEN TO IDENTIFY AND TARGET ENEMY POSITIONS AND EQUIPMENT AS WELL AS TRACK AND TARGET INSURGENTS. WE SAFELY INTEGRATE AIR FORCE, NAVY, AND MARINE CORPS ATTACK AIRCRAFT AND ARMY HELICOPTERS TO DESTROY THE TARGET OR KILL THE INSURGENTS. TODAY, WE HAVE FIELDDED 34

SHADOW UAS (136 AIR VEHICLES) WITH 14 OF THESE SYSTEMS DEPLOYED IN OEF/OIF. WE HAVE FIELDED 376 RAVEN SYSTEMS (1128 AIR VEHICLES) TO ARMY COMBAT FORCES. OVER THREE HUNDRED OF THESE SYSTEMS ARE CURRENTLY IN OPERATION IN IRAQ AND AFGHANISTAN. AS OF FEBRUARY 16, 2006, THESE TWO SYSTEMS HAVE FLOWN OVER 83,000 HOURS IN SUPPORT OF COMBAT OPERATIONS IN OEF/OIF.

THE ARMY IS CURRENTLY CONDUCTING SYSTEM DESIGN AND DEVELOPMENT FOR THE WARRIOR UAS THAT WILL MEET THE ARMY'S EXTENDED RANGE MULTI-PURPOSE UAS REQUIREMENT. THIS SYSTEM WILL FILL A CRITICAL CAPABILITIES GAP FOR RECONNAISSANCE, SURVEILLANCE, ATTACK AND COMMUNICATIONS SUPPORT AT THE DIVISION LEVEL. THIS GAP IS SO PRONOUNCED IN THE CURRENT FIGHT THAT THE ARMY IS ATTEMPTING TO ACCELERATE THE PROGRAM BY PROVIDING ARMY DIVISIONS WITH A WARRIOR BLOCK ZERO IN 2007. THE ARMY WILL FIELD THE FIRST WARRIOR BLOCK 1 UAS COMPANY TO DIVISION COMBAT AVIATION BRIGADES IN 2009.

THE ARMY IS WORKING WITH THE US AIR FORCE TO DEVELOP COMPLEMENTARY CONOPS, TACTICS AND TRAINING FOR THE WARRIOR AND PREDATOR FLEETS. IN ADDITION, THE TWO SERVICES ARE

WORKING TOGETHER TO ESTABLISH COLLABORATIVE PROGRAM OFFICES TO ACHIEVE LOWER COSTS AND IMPROVED LOGISTICS. BOTH THE WARRIOR AND PREDATOR ARE MANUFACTURED BY THE SAME COMPANY.

WE ARE CURRENTLY FIELDING BLOCK 1 OF ITS ONE SYSTEM GROUND CONTROL EQUIPMENT. THIS EQUIPMENT PROVIDES A COMMON GROUND CONTROL COCKPIT FOR ALL US ARMY UAS SYSTEMS ABOVE THE COMPANY LEVEL. THE USMC IS ADOPTING THE ONE SYSTEM AS ITS COMMON GROUND CONTROL COCKPIT FOR SHADOW AND ITS NEXT GENERATION OF UAS. BY 2009 THE ONE SYSTEM WILL BE EQUIPPED WITH TACTICAL CONTROL DATA LINK AND BE FULLY COMPLIANT WITH NATO STANDARDIZATION AGREEMENT 4586.

BESIDES OUR THREE UAS PROGRAMS OF RECORD, THE ARMY CURRENTLY OPERATES TWO ADDITIONAL UAS'S, THE HUNTER AND IGNAT. THE HUNTER IS A CANCELLED PROGRAM THAT HAS BEEN EXTENDED AND PROVIDES SUPPORT TO THE THREE ARMY CORPS. THE IGNAT IS A CONGRESSIONAL PLUS-UP AND CURRENTLY SUPPORTS THE CORPS AND OTHER WARFIGHTERS IN THE COMBAT ZONE. THESE SYSTEMS WILL BE REPLACED AS WARRIOR BECOMES AVAILABLE.

THE ARMY'S UAS FLEET HAS GROWN EXPONENTIALLY SINCE 2002. THAT YEAR WE HAD JUST FOUR HUNTER SYSTEMS (24 AIR VEHICLES). TODAY WE HAVE OVER 400 SYSTEMS (OVER 1,290 AIR VEHICLES) FROM THE 4 POUND HAND LAUNCHED RAVEN TO THE 2000 POUND IGNAT THAT NEEDS A 3000 FOOT RUNWAY. THE MAJORITY OF THESE SYSTEMS CURRENTLY SUPPORT AMERICAN AND COALITION FORCES AND HAVE FLOWN OVER 100,000 HOURS IN COMBAT. ARMY COMMANDERS AT ALL ECHELONS CONSIDER UAS'S CRITICAL TO MISSION SUCCESS.

AVIATION SCIENCE AND TECHNOLOGY (S&T)

THE ARMY HAS A UNIQUE RESPONSIBILITY WITHIN THE DEPARTMENT OF DEFENSE (DOD) AS THE SERVICE LEAD FOR ROTORCRAFT S&T INVESTMENT. UNDER PROJECT RELIANCE, THE ARMY ADDRESSES THE ROTORCRAFT S&T REQUIREMENTS OF ALL SERVICES AND THE SPECIAL OPERATIONS COMMAND (SOCOM) IN AREAS THAT ARE NOT SERVICE OR COMMAND UNIQUE. THE DOD AND THE SERVICES RELY ON THE ARMY TO MATURE AND DEMONSTRATE TECHNOLOGIES AND CAPABILITIES FOR THE JOINT ROTORCRAFT FORCE.

THE ARMY AVIATION S&T PROGRAM DEVELOPS, MATURES, AND DEMONSTRATES TECHNOLOGIES FOR BOTH MANNED AND UNMANNED

ROTORCRAFT, IN SUPPORT OF THE CURRENT AND FUTURE FORCE. BASED ON THE ARMY AVIATION TRANSFORMATION AND THE AVIATION MODERNIZATION STRATEGY, THIS EFFORT FOCUSES ON TWO FRONTS: 1) DEVELOPING AND MATURING COMPONENTS AND SUBSYSTEMS THAT ENABLE INCREASED SYSTEM SURVIVABILITY, PLATFORM LIFT, MANEUVERABILITY, ENDURANCE, AND OPERATIONAL READINESS; AND 2) CONDUCTING REALISTIC AND ROBUST DEMONSTRATIONS OF TECHNOLOGIES FOR BOTH MANNED AND UNMANNED TEAMING IN COMBAT AND COMBAT SUPPORT OPERATIONS FOR ATTACK, RECONNAISSANCE, AIR ASSAULT, SURVIVABILITY, AND COMMAND AND CONTROL MISSIONS.

THE ARMY'S AVIATION S&T PROGRAM INVESTS IN THREE AREAS: BASIC RESEARCH; APPLIED RESEARCH; AND ADVANCED TECHNOLOGY DEVELOPMENT. FOR BASIC RESEARCH (6.1), THE ARMY INVESTS IN WORLD-CLASS EXPERTISE IN ACADEMIA, INDUSTRY AND OTHER GOVERNMENT AGENCIES, AS WELL AS IN STATE-OF-THE-ART EQUIPMENT. THE AVIATION APPLIED RESEARCH (6.2) PROGRAM PROVIDES THE ENABLING TECHNOLOGY AND BASELINE FOR AVIATION DEVELOPMENT. THIS RESEARCH INCLUDES ENABLING TECHNOLOGIES FOR MANNED AND UNMANNED ROTORCRAFT IN PROPULSION, ROTORS, DRIVE TRAIN, STRUCTURES, SURVIVABILITY, CONTROLS AND PROGNOSTICS AND DIAGNOSTICS. THE AVIATION ADVANCED

TECHNOLOGY DEVELOPMENT (6.3) PROGRAM DEMONSTRATES TECHNOLOGIES UP TO A TECHNOLOGY READINESS LEVEL SUFFICIENT FOR SUCCESSFUL TRANSITION INTO ENGINEERING. THESE EFFORTS ARE CURRENTLY FOCUSED ON UNMANNED SYSTEMS, MANNED-UNMANNED TEAMING, SURVIVABILITY, PROPULSION, AERODYNAMICS, STRUCTURES AND DRIVE TRAIN TECHNOLOGIES.

A HIGHLIGHT OF OUR VISION FOR THE JOINT FUTURE FORCE IS THE JOINT HEAVY LIFT CONCEPT REFINEMENT (JHL CR) EFFORT, WHICH WILL BE COMPLETED IN FY07. THE PURPOSE OF THE JHL CR IS TO IDENTIFY THE HEAVY LIFT TECHNOLOGICAL “ART OF THE POSSIBLE” AND TO INFORM THE EMERGING JOINT CONCEPTS AND THE JOINT REQUIREMENTS PROCESS. THE GOAL OF JHL CR IS TO PROVIDE INFORMATION THAT WILL ENABLE THE DOD TO MAKE AN INFORMED ACQUISITION DECISION ON THE TECHNICAL FEASIBILITY OF DEVELOPING A JHL AIRCRAFT. THIS CONCEPT REFINEMENT IS JOINT WITH THE ARMY IN THE LEAD.

ARMY S&T HAS SIGNIFICANTLY INCREASED ITS INVESTMENT IN AIRCRAFT SURVIVABILITY. THIS EFFORT EMPHASIZED AFFORDABLE AND RELIABLE PASSIVE AND ACTIVE TECHNOLOGIES THAT ADDRESS THE FULL-SPECTRUM OF THREATS WITHIN THE CONSTRAINTS OF A ROTORCRAFT SYSTEM. THESE TECHNOLOGIES HAVE THE POTENTIAL

TO SUBSTANTIALLY IMPROVE ROTORCRAFT SURVIVABILITY AND WILL PROVIDE THE DEPARTMENT OF DEFENSE WITH OPPORTUNITIES FOR IMPROVING THE CURRENT FORCE AS WELL AS THE FUTURE FORCE.

THE ARMY ALSO MAINTAINS A ROBUST S&T EFFORT IN UNMANNED AIRCRAFT SYSTEMS (UAS). THE ARMY, TEAMED WITH THE DEFENSE ADVANCED RESEARCH PROJECTS AGENCY (DARPA), IS MATURING TECHNOLOGY FOR UAS THAT RANGE IN SIZE FROM MAN PORTABLE TO THOSE CAPABLE OF CARRYING A 500 POUND PAYLOAD.

AN AREA OF CONCERN FOR THE FUTURE OF AVIATION S&T INVESTMENT IS THE NATIONAL AERONAUTICS AND SPACE ADMINISTRATION'S (NASA) FUTURE PLANS FOR AERONAUTICS S&T AND INFRASTRUCTURE. THE RONALD W. REGAN NATIONAL DEFENSE AUTHORITY FOR FISCAL YEAR 2005 DIRECTED DOD TO IDENTIFY NASA MANAGED FACILITIES THAT ARE CRITICAL TO THE ACCOMPLISHMENT OF DEFENSE MISSIONS AND TO THE MAINTENANCE OF U.S. LEADERSHIP IN AERONAUTICS. IT IS ANTICIPATED THAT THIS REPORT WILL BE COMPLETED WITHIN FISCAL YEAR 2006. THE FINAL IMPACT OF THIS STUDY AND FUTURE NASA S&T INVESTMENTS IN AERONAUTICS ARE UNKNOWN. HOWEVER, WE APPRECIATE YOUR CONTINUED SUPPORT IN ASSURING THAT NASA MAINTAINS FACILITIES THAT ARE OF CRITICAL NEED FOR THE ARMY, SUCH AS THE WIND TUNNEL.

THE ARMY'S INVESTMENT IN AVIATION S&T IS GUIDED BY THE REQUIREMENTS OF THE FUTURE FORCE BUT ACKNOWLEDGES THE NEEDS OF OUR SISTER SERVICES. OUR INVESTMENT IN ADVANCED TECHNOLOGY DEVELOPMENT WILL GROW IN THE COMING YEARS TO MEET THE CHALLENGES OF THOSE REQUIREMENTS. TO THIS END, THE ARMY MUST HAVE A DIVERSE AVIATION S&T PORTFOLIO TO BE RESPONSIVE TO CURRENT AND FUTURE COMBAT NEEDS. THE S&T COMMUNITY SEEKS TECHNOLOGICAL SOLUTIONS THAT CAN BE DEMONSTRATED IN THE NEAR-TERM, INVESTIGATES THE FEASIBILITY OF NEW CONCEPTS FOR THE MID-TERM, AND EXPLORES THE IMAGINABLE FOR AN UNCERTAIN FAR-TERM FUTURE. THE ARMY IS CONFIDENT THAT THE CURRENT AVIATION S&T INVESTMENT REPRESENTS A PRUDENT PROGRAM THAT MEETS THE DOD AND ARMY TRANSFORMATIONAL GOALS.

CONCLUSION

ARMY AVIATION'S STRENGTH IS IN ITS SOLDIERS WHO ADAPT QUICKLY TO THE CHANGING MISSION AND ENVIRONMENT. AVIATION ORGANIZATIONS, WITH THEIR MANNED AND UNMANNED ASSETS, DEVELOP SITUATIONS FROM BOTH IN AND OUT OF CONTACT WITH THE ENEMY, MANEUVER TO POSITIONS OF ADVANTAGE, ENGAGE ENEMY

FORCES BEYOND THE RANGE OF THEIR WEAPONS, DESTROY THEM WITH PRECISION FIRES, AND PROVIDE CLOSE SUPPORT. ITS INHERENT MOBILITY, FLEXIBILITY, AGILITY, LETHALITY AND VERSATILITY ARE INSTRUMENTAL IN ENABLING THE AIR-GROUND TASK FORCE COMMANDER TO CONDUCT DECISIVE JOINT OPERATIONS.

MODERNIZATION AND TRANSFORMATION OF ARMY AVIATION ENSURES THESE CAPABILITIES ARE SUSTAINED AND MAINTAINED.

THANK YOU FOR ALLOWING ME TO PARTICIPATE IN THIS SESSION. WE IN THE ARMY SINCERELY APPRECIATE THE RESOURCES, GUIDANCE, AND ASSISTANCE YOU PROVIDE AND WE LOOK FORWARD TO YOUR CONTINUED INTEREST AND SUPPORT. I AM READY TO ADDRESS ANY QUESTIONS YOU MAY HAVE.